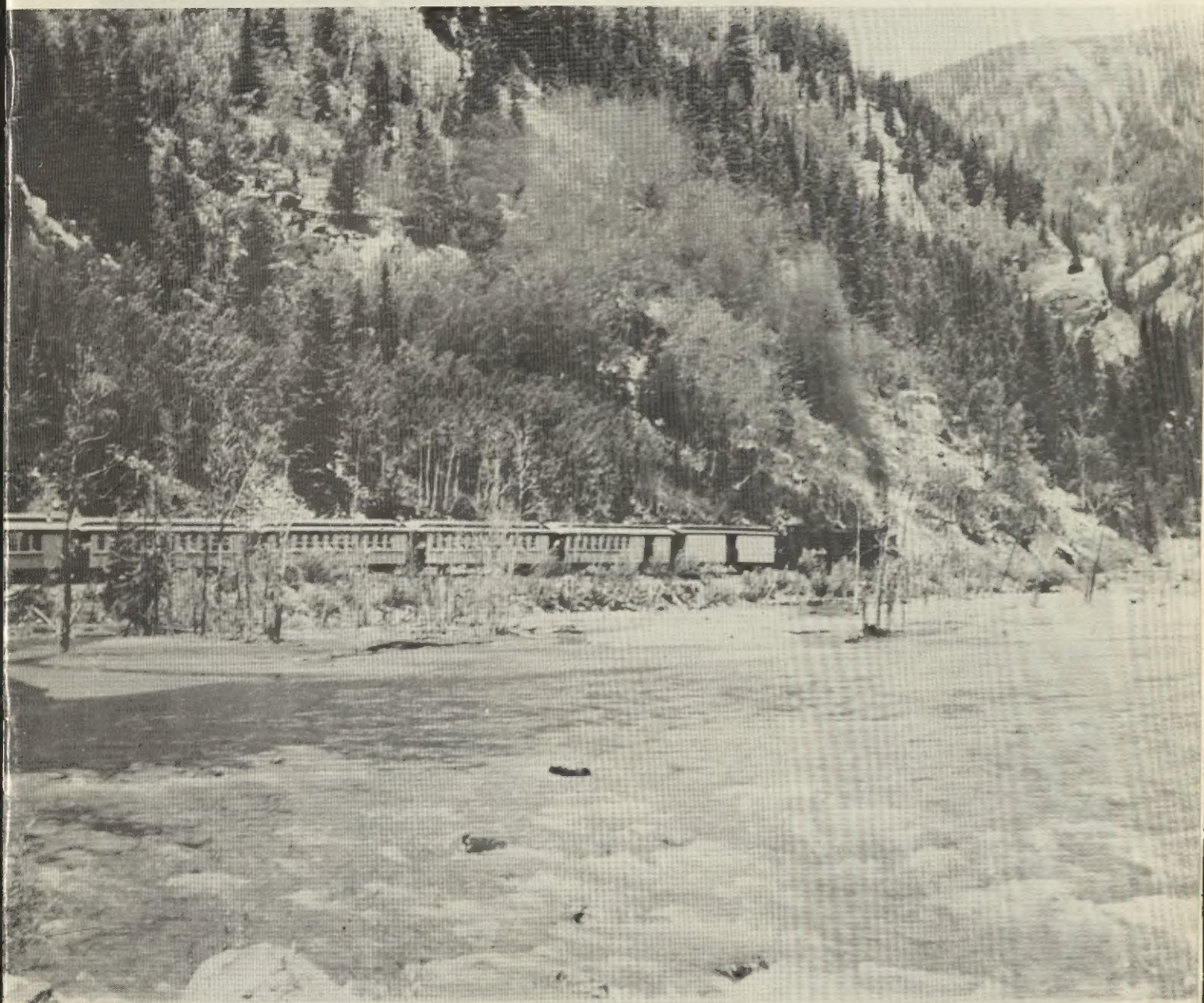


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SILVERTON TRAIN NEARS ANOTHER RECORD

Railroaders Go To Unusual Efforts To Return Lady's Purse

By Maribee

"Losers weepers, finders keepers."

That is not the philosophy of railroad people, George Mitchell of Rifle learned to his great appreciation.

George Mitchell is a former Rio Grande switchman who worked at Leadville. He is now a resident of Rifle where he is engaged in the sign business.

George and his new bride boarded the Zephyr for a trip to Denver. The former Floridan, now Lucille Mitchell, accidentally left her purse in the Rifle depot. There was no one on duty, but her fretting was of short duration.

Section laborers, who had gone to the depot to lock up after the train's departure, discovered the purse and gave it to Signal Maintainer D.E. Ullrick, who wondered how he could find the Miami, Florida owner.

Meanwhile, aboard the passenger train, the Mitchells had given the story of the left-behind purse to Conductor George Capan and Brakeman Herschel Haynes. The signal maintainer had given the information to the agent at Glenwood Springs, Robert Sutherland. Agent Sutherland boarded the train, and the Mitchells learned that the purse was in safe hands and would be returned.

Lucille and George Mitchell wish to express their sincere thanks for the dedicated efforts to return the purse to the rightful owner.

Lucille has been a resident of Colorado only since October when she became a bride. This was the culmination of a storybook romance which blossomed because her brother, an Army buddy of George's, brought his sister on a hunting trip to Rifle.

GENIUS IS THE ABILITY TO
REDUCE THE COMPLICATED
TO THE SIMPLE.

C.W. CERAM

Green Light

May-June, 1978

Vol. 39

No. 3

Jeanne Gustafson, Editor

Member

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Bowling Tournament Largest in Recent Years

The Rio Grande System Bowling Tournament, held in Grand Junction on April 8 and 9, was the largest tournament held in recent years, reports Tom Lynch, tournament secretary.

There were 21 women's teams and 100 women participating in singles and doubles events. There were 31 men's teams with 150 men participating in singles and doubles.

Winners in each event were as follows:

Women's—Teams, 1st place, *Bell Ringers*, Grand Junction, 2683; 2nd place, *Silver Pine*, Denver, 2640; 3rd place, *Hogettes*, Grand Junction, 2633.

Singles, 1st place, Juanita Alexander, Pueblo, 598; 2nd place, Lisa Bower, Grand Junction, 595; 3rd place, Gayle Tribolet, Grand Junction, 594.

Doubles, 1st place, Gayle Tribolet & Helen Konakis, Grand Junction, 1273; 2nd place, Doris Weir & Trisha Wright, Denver, 1115; 3rd place, Melba Hamilton & Hilda Funk, Helper, 1112.

All Events; 1st place, Gayle Tribolet, Grand Junction, 1842; 2nd place, Mary Colosimo, Grand Junction, 1672; 3rd place, Lisa Bower, Grand Junction, 1661.

Men's—Teams, 1st place, *Rail Heads*, Grand Junction, 2921; 2nd place, *Baby Ducks*, Salt Lake City, 2886; 3rd place, *HTH Racing Team*, Helper, 2833.

Singles, 1st place, Bruce Bower, Grand Junction, 671; 2nd place, John Schoening, Grand Junction, 628; 3rd place, Craig McCoy, Grand Junction, 625.

Doubles, 1st place, Ed Dyer & Dale Lange, Grand Junction, 1229; 2nd place, Bill Nielson & Ken Funk, Helper, 1220; 3rd place, Jim Alexander & Lloyd Partridge, Pueblo-Grand Junction, 1199.

All Events, 1st place, Bruce Bower, Grand Junction, 1837; 2nd place, John Schoening, Grand Junction, 1833; 3rd place, Mark Dampier, Denver, 1742.

The two-day event was climaxed with a delightful dinner on Saturday evening at the Holiday Inn in Grand Junction.

Railroad Editors To Meet in Durango

The 56th Annual Conference of the Association of Railroad Editors will be held in Durango at Tamarron September 19-22, 1978. The conference theme will be "Railroading in the Energy Short Era".

Rio Grande General Manager A. H. Nance will give the Welcome to Colorado address on opening date, and Larry Cena, Santa Fe president, will offer keynote remarks. Symposiums will be held on each day of the conference with editors from *The Denver Post*, *Modern Railroads* and *Railway Age* magazines serving as moderators. Participants and speakers will include representatives from the DOT Transportation Test Center, AMAX Coal Company, the Department of Energy, BN and UP Railroads, Rocky Mountain Oil and Gas Association, Southern Pacific Transportation Company, AT&SF, Missouri Pacific RR, The Trailer Train Company. Also speaking at the event will be Harold Crotty, president, Brotherhood of Maintenance of Way Employees, and John Peterpaul, vice president, International Association of Machinists.

The conference will be climaxed with a train trip to Silverton on Friday.

DOWN MEMORY LANE

100 Years Ago In
THE RAILWAY AGE

(May 2 and 9, 1878)

A very remarkable contest is now going on in Colorado, between two important railway companies, the Atchison, Topeka & Santa Fe, and the Denver & Rio Grande. The road of the latter, which is a narrow gauge, extends from Denver southward to El Moro, with a branch at Pueblo running westward to Canon City. The A.T. & S.F. now terminates at Pueblo, and for some years amicable connecting arrangements have existed between the two. Both roads, however, have been ambitious of extensions into the rich agricultural regions of New Mexico, to the southwest, and into the teeming mining regions of Colorado, westward. It will be remembered that a few weeks ago the Denver & Rio Grande proceeded to extend its line southward from El Moro, and was anticipated in the occupation of Raton Pass, the only practical route through the mountains in that direction, by flanking movement at midnight on the part of the Atchison, Topeka & Santa Fe, whose general manager rushed a large force into the pass and is now pushing forward an extension from the main line at La Junta into New Mexico, as already recorded.

FEAR LESS, HOPE MORE
EAT LESS, CHEW MORE
WHINE LESS,
BREATHE MORE
TALK LESS, SAY MORE
HATE LESS, LOVE MORE
AND ALL GOOD THINGS
ARE YOURS.
SWEDISH PROVERB

RIO GRANDE EMPLOYEES WIN SAFETY AWARD

For the second consecutive year, the Rio Grande employees are the winners of the Harriman Gold Medal Award for safety performance during 1977 in Group B railroads. Group B railroads are those whose employees work a total of 5,000,000 to 19,999,999 hours per year.

The E. H. Harriman Memorial Awards were founded in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, a pioneer in the railroad field. The Awards are presented for outstanding performance in railroad safety and as a continuing stimulus for the conservation of human life. The program has been carried on under the sponsorship of two sons, The Honorable W. Averell Harriman, former ambassador at large and governor of New York, and the late Mr. E. Roland Harriman.

The Awards were presented on May 25 by John M. Sullivan, administrator, Federal Railroad Administration, in Washington, D. C. Accepting the award on behalf of the Rio Grande employees was President W. J. Holtman.

The Award will be shown over the Rio Grande system so that all employees will have the opportunity to view it, tangible evidence of the result of their efforts to promote and follow safe working practices throughout the year.



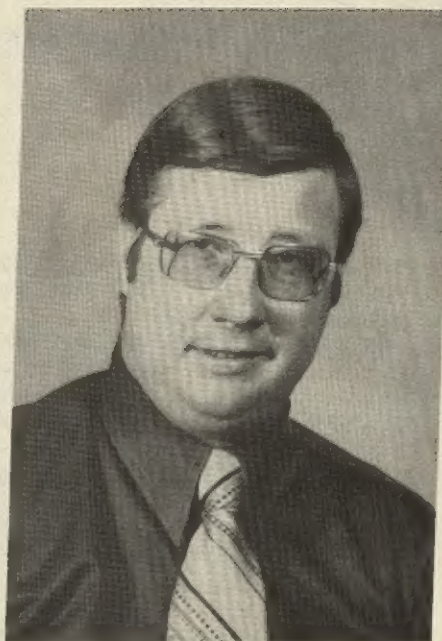
EMPLOYEE ASSISTANCE PROGRAM—

A Report on progress

On April 1, 1977, our Employee Assistance Program officially began. This program was designed to assist employees with any problem which was affecting their physical, mental or social welfare and ultimately impairing job performance. The program had been anticipated by many persons in all levels of the Company.

The program, as of May 31, 1978, has worked with 102 clients, which exceeds original expectations. The program has been designed to cover a wide spectrum of problems. The present case load has 55 persons who have alcohol problems, 19 persons who have emotional problems, 16 persons who have domestic problems, 9 who have domestic problems, and 12 who have miscellaneous problems. Herman Heise, director of the program, states, "This kind of success has been possible only through the excellent support of both management and labor." While the program has been beneficial to those troubled employees and their families who have received help, turned their lives around, and are healthier persons and better employees than before." Heise reports that 81% of the persons involved in the program are making a good rehabilitation.

The growth of the program necessitated the addition of a secretary, Ms. Jayne Specht, on October 1, 1977. The Denver office is located in Tower Two of the Park Central Building at 1515 Arapahoe. While the office is easily accessible to persons in the D&RGW headquarters in Tower One, it ensures confidentiality and identification cards are not required.



The program will soon open an office in Salt Lake City in the old Rio Grande depot. This office will open June 15, and the telephone numbers are extension 383 on company line and Mountain Bell number (801) 328-4149. Mr. Stephen McGeeney, the newest member of the staff, will work out of this office and be responsible for the Utah Division. He became an employee of the Rio Grande on April 17, 1978 and, after a period of training, assumed his responsibilities in Salt Lake on June 5th. McGeeney, 34, is a native of Custer, South Dakota. He served in Vietnam as a member of the Marine Corps. He has a B.A. degree from Wichita State University and an additional year of specialized training in Alcoholism Counseling. He, his wife Lydia, and daughter Machel, 13, are living in Sandy, Utah.

The program has been designed with first priority to provide direct service to troubled employees and their families. In addition, this past year much effort has been expended in supervisory training; that is, helping supervisors understand how to use the program. This coming year, a major effort will be made, Heise reports, in acquainting all employees of Rio Grande on how the program works and how they can use it. Heise indicated these employee orientation classes will begin in the fall of this year and be held at various locations all over the system.

Our company is to be commended for the establishment of a program of this type. It is a program which can benefit everyone, the employee whose health is improved and his or her family whose emotional and financial base is improved. The Rio Grande has good and valuable employees. Sometimes they have problems with which they can't cope; however, with help they can return to a high level of performance.

Seeking help is not a sign of weakness or admitting defeat. It is rather a recognition by the employee, as an intelligent human being, that he or she knows when to ask for assistance.

The Business Cure

No one drinks to become an alcoholic, but the habitual use of alcohol can develop into a progressive psychological and physical dependency. The alcoholic is addicted to alcohol and has great difficulty in stopping his drinking once he has started.

For millions of Americans, this addiction is a crucial problem. The National Institute on Alcohol Abuse and Alcoholism has estimated there are 9 million alcoholics in the United States, with 100,000 to 200,000 new cases appearing each year.

Alcoholism is no respecter of sex, of economic or social standing, or of race, color, or creed.

The average alcoholic is somewhere in the middle thirties with a good job, good home, and a family. (Contrary to popular belief, less than 5 percent of alcoholics are derelicts.)

Alcoholism tends to be less of a problem among Italians, Greeks, and people of Spanish extraction.

People of Irish, Swedish, French, Swiss, Polish, and Russian descent, on the other hand, have more problems with alcohol than most other Americans. Religious affiliations can have a bearing on alcohol abuse. Alcoholism is not a problem among most Jews, Muslims, and Mormons.

Educational level also plays a role. The higher proportion of abstainers is among those with less than eight years of schooling; the highest number of heavy drinkers is among college graduates.

There is no way of measuring the price paid by the alcoholic and his family in misery, illness, and suffering. The National Council on Alcoholism says alcoholism can reduce life expectancy by 10 to 12 years and produce everything from brain damage and heart disease to liver damage and cancer of the mouth, throat, and stomach. Some 28,000 deaths on the nation's streets and highways are caused by drunken drivers.

There is a measurable economic impact to the nation. Alcoholism has been estimated to cost the American economy over \$30 billion annually. Over \$8 billion is paid out in health and medical costs, and \$6 billion is lost because of motor vehicle accidents. Dealing with alcoholics through the criminal justice system costs the country more than half a billion dollars a year. (The National Institute on Alcohol Abuse and Alcoholism points out that 64 percent of all homicides are associated with alcohol, and upward of 50 percent of all arrests are alcohol-related.)

But the largest single area of economic cost lies in reduced and lost production because of workers with a drinking problem. The annual price of lost productivity is currently estimated at \$15 billion, over \$6 billion of which is made up of absenteeism, sick leave, and accidents. These costs are, of course, ultimately paid for by the American consumer in the bill for goods and services.

For centuries, society treated the alcoholic with disdain and rejection. Families with alcoholics tried to hide the fact rather than seek assistance—and there was little or no help available to those who wished to be rehabilitated.

But in the last two decades, there has been significant new awareness of the medical, economic, and social impact of alcoholism. In 1956, at an American Medical Association convention, a resolution was passed recognizing alcoholism as a disease. This was a landmark decision which prompted other organizations such as the American Psychiatric Association and the World Health Organization to define alcoholism as a major worldwide illness.

Now there are several national organizations in the United States with major programs to help the alcoholic. Most famous is Alcoholics Anonymous (AA), founded by two alcoholics who discovered they could help themselves by aiding others. AA is a

worldwide organization with over 650,000 members in 92 countries. There is only one qualification for membership—the wish to stop drinking.

Another leading organization is the National Council on Alcoholism (NCA), a national voluntary health agency which has set as one of its major goals the establishment of treatment programs staffed by trained physicians and therapists. NCA has sought to establish labor-management alcoholism programs to help the alcoholic employee.

Because of the immense economic impact of alcoholism, more and more companies have begun to focus on the problem. NCA estimates there are now 6.5 million alcoholic employed workers in the country. Industry simply cannot afford to ignore a problem that afflicts anywhere from 3 to 8 percent of the work force, according to various estimates.

Specialists in the treatment of alcoholism now recognize that the place of employment provides a unique setting for the early identification of the alcoholic and checking the progress of the disease before the victim is able to help himself.

Part of the problem in dealing with alcoholism lies in the uncertainty about what actually causes it. A variety of theories have been proposed; vitamin deficiency, enzyme or endocrine malfunctions, social and cultural pressures to drink. Some experts believe certain psychological traits may predispose a person to heavy drinking, i.e., emotional or sexual immaturity, the inability to relate to others, difficulties in coping with depression or anxiety. A great many people, of course, endure these kinds of problems and do not become alcoholics.

The body of information on why people drink is so large and sometimes conflicting that many researchers are now concentrating on the techniques that seem most effective in dealing with the illness. AA, with its emphasis on group therapy programs in which members help one another, has been particularly successful.

More recently, the "business cure" has been growing in popularity. There are now over 600 occupational alcoholism programs in some stage of development in private and public organizations in the country. Nearly 3 million people are now employed in organizations which offer some kind of help to the problem drinker.

The job, it has been discovered, provides the alcoholic employee with powerful motivation to seek treatment by offering him the option of either accepting assistance or facing dismissal.

For such employees, the job is frequently the last respectable thing left in life. Family and friends may have started to turn away, unable to tolerate the stresses produced by alcoholism. The employee is usually a man or woman in the middle years of life who can no longer move easily to another job. The possibility of having to find a new situation is intolerable.

Faced with this prospect, the alcoholic employee will often heed his company's advice to seek help. The medical or personnel department will guide him on where or how he may receive aid and what kind of assistance he will get from the company while he is under treatment. It is now widely recognized that the "business cure" can force the alcoholic to come to grips with his problem and certainly save him from the humiliating and sometimes emotionally devastating tragedy of job loss.

One leading consultant on the problem of alcoholism, Joseph Follmann, Jr. has said of such corporate programs, "They are one of the best examples I know of corporate social responsibility."

Reprinted through courtesy of Continental Oil Co.

RIO GRANDE STEEL GANG—A Parade of Action

Moving with a rapidity that was a challenge to the photographer, the Rio Grande steel gang lays track with the precision and coordination of a giant parade. Without the musical instruments to accompany, the "parade's" approach is heralded by the tamper and ballast regulator crew. The tamper surfaces the track, raising and aligning as necessary. The ballast regulator brooms off track, leveling and replacing ballast where needed. This operation is usually performed one week to one month ahead of the steel gang. The accompanying photos were taken at Palmer Lake, the site of a crossing and switch where the machines were "bunched together", enabling the photographer to witness all operations in one day.

Next comes the steel gang, each person working independently and all working in unison. The first crew with Burro crane sets the welded rail in center of track. Following them comes a machine to remove angle bars and bolts. Spike pullers remove all spikes. A third machine throws out old rail. Old tie plates are removed by the fourth crew. Three Adzer machines follow to cut new seat for tie plates. A check of the rail for spikes not pulled is made ahead of the Adzers. New tie plates are next installed.

A Dunrite gager machine is used to gage the track to an accurate 4'8½". A Burro crane then threads in the new welded rail. A vibrator follows to relieve stresses in welded rail, and a heater heats the rail to correct temperature (from 73° to 90° depending upon location). This is very important since temperatures vary a great deal on our system, and rail temperatures will get as high as 130-140°. Our crews add 30° to the mean temperature to get an average between the highest and lowest temperature the rail will achieve at that location. Rio Grande does not consider it necessary to cool the rail as some roads so as we have never encountered any difficulties in maintaining the desired temperatures following present procedure.

A production tamper is used with the steel gang also to ensure each tie is firmly seated, tight against the rail. Pneumatic jackhammers drive anchor spikes and rail anchors are applied by automatic anchor applying machines. Every other tie is box anchored. At every insulated joint and switch, the rail is box anchored at every tie for five rail lengths either side of joint.

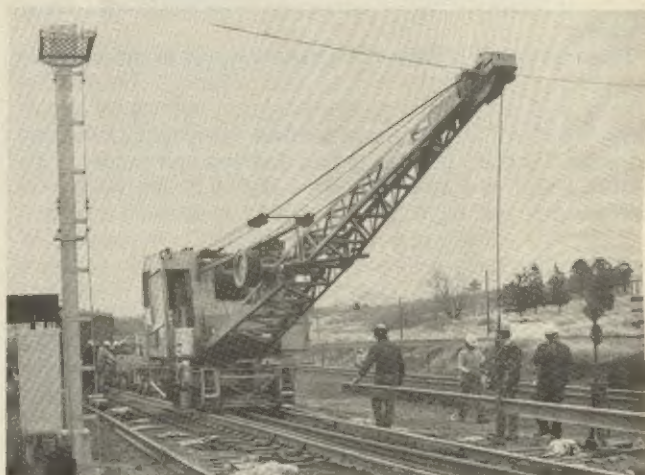
Since the railroad runs on steel, the work that the steel gang does is a most important part of the whole operation. The careful and precise procedure followed by the steel gang not only ensures safe and smooth operations over the rail, but also benefits Rio Grande's continual maintenance program to prolong rail life.

The steel gang comprises seventy-five persons including a water boy and a cook. One foreman, two assistant foremen, four machine operators and two mechanics accompany the gang. The gang works in all kinds of weather—rain, snow, sleet and hail may slow them down but never interferes with the "parade" of action. This year 81.8 miles of rail will be laid. The program started April 3 and will run through September 29. As of this writing, they were right on schedule—no small feat on any railroad, but one which causes Chief Engineer E. H. Waring to exclaim, "This is the best steel gang in the country."

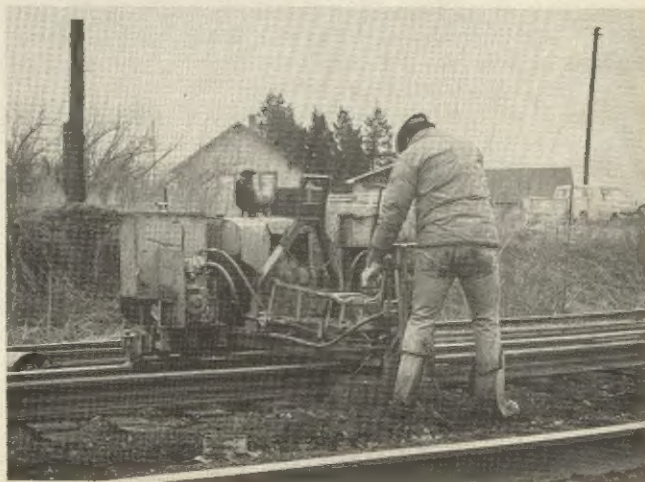
Adzer machine cuts new seat on tie for tie plate. Note protective leg and foot shields worn by operator. Adzer works on same principle as rotary lawnmower with even more force. Sometimes three passes or more are made, depending on condition of tie, before correct seat depth is obtained. Three of these machines are used in track laying program.

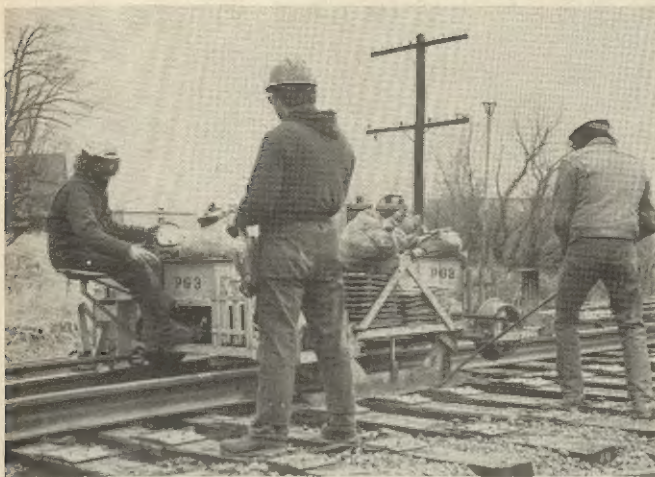


Burro crane threads new welded rail to center of track.

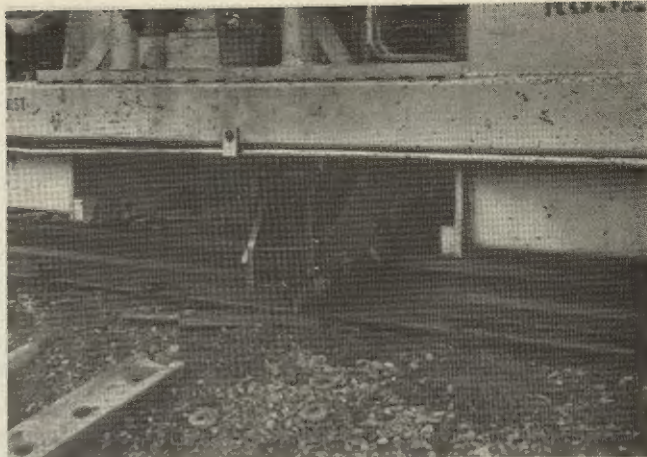


Burro crane sets out old rail.





Dunrite gager and crew move in to accurate gage track width, 4'-8½"



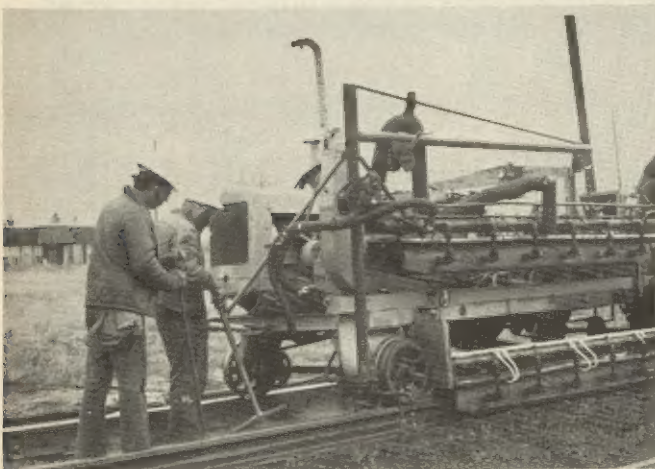
Spiker machine drops spike into new rail and tie.



New welded rail is threaded in by Burro crane.



Four anchor machines install rail anchors.



Heater brings rail to correct temperature, from 78 to 90 degrees, depending upon location. Plates are straightened as heater moves along rail.



Clean-up crew members tidy up crossing after "parade".



At the end of a busy day and a "parade" of action unequalled by any, Steel Gang members take time to pose for Green Light camera.



They've been working on the railroad! Tamper and Ballast Regulator crew precede the Steel Gang Parade, clearing the railway for the action to follow. Mr. and Mrs. Delmonico, please note son Doug, second from left, who really does work for the railroad. Doug, like other Rio Grande Action people, is proud of the work he does, proud of "his" machine, and of his fellow employees. It's people—like Doug—who make the action good and the Rio Grande great.

NOTICE

The Rio Grande Employees Hospital Association has announced that effective June 5, 1978, the Pharmacy office hours were changed. New Hours are 8:00 A.M. to 4:30 P.M.

Also, per action of the Board of Directors at regular meeting held on May 19, 1978, the dues rate increase to be effective July 1, 1978 is as follows:

	Monthly
ACTIVE MEMBERS	\$ 38.00
CO-ORDINATED ACTIVE MEMBERS	20.50
ADVISORY COMMITTEE	17.68
DISABILITY MEMBERS	27.00
MEDICARE MEMBERS	16.00
RETIRED MEMBERS (UNDER 65 YEARS OF AGE)	36.00

ACTIVE MEMBERS FAMILY PLAN (CO-ORDINATED)	
Spouse	\$ 35.50
Spouse and One (1) Child	60.00
Spouse and Two (2) Children	78.00
Spouse and Three or more Children	98.50

RETIRED MEMBERS FAMILY PLAN (UNDER 65 YEARS OF AGE)	
Spouse	\$ 33.50
Spouse and One (1) Child	62.00
Spouse and Two (2) Children	84.50
Spouse and Three or more Children	112.00

RETIRED MEMBERS FAMILY PLAN (65 YEARS OF AGE OR OVER)	
Spouse	\$ 36.00
Spouse and One (1) Child	69.50
Spouse and Two (2) Children	98.00
Spouse and Three or more Children	121.50



gemini

May 21 - June 20

The intellectual, intuitive, charming, gregarious Gemini is emotionally tied to the need for a nest egg because it represents freedom and travel, which you must have at all costs. The sure and convenient way to create your nest egg is with U.S. Savings Bonds through the Payroll Savings Plan.

COLORFUL RAILROAD CAREERS INTERRUPTED BY RETIREMENT

Retirements mark a change of lifestyles for Rio Grande supervisors J. E. Allen, master mechanic, Colorado Division; S. A. Dougherty, superintendent of safety, rules and training, Colorado Division; G. H. Headington, master mechanic, Utah Division; R. H. Marcus, repair track and wrecker foreman, North yard, Denver.

"No more 4 AM calls" vows Eddie Allen as he trades his railroad career for a farmer's style of life. But who's going to feed those chickens, milk those cows, gather in the hay, Eddie? Arising time may not change but the scenery will as Eddie and Leona settle into retirement on their two-acre farm at Rocky Ford, Colorado. Eddie may be getting up at 4 AM to tend a sick cow, but that's a little different than tending a sick locomotive in the dead of winter, a raging blizzard or the middle of a tunnel in our mountains. And he's seen more than his share of those during his forty-one years with the railroad.

Eddie began his career as crew caller at Pueblo on August 25, 1937. He transferred to mechanical laborer, enginehouse clerk and machinist apprentice. He became machinist on January 1, 1943 and moved on to lubrication inspector, diesel instructor, diesel maintenance supervisor and enginehouse foreman at Burnham. On March 16, 1950 he was appointed master mechanic, Grand Junction Division, which included the Salida-Gunnison territory of Alamosa Division. On July 1, 1951 he was appointed master mechanic, Pueblo Division, including the Alamosa-Durango territory of Alamosa Division, with headquarters at Burnham. On April 16, 1962 he was appointed assistant superintendent, Colorado Division; in 1964 he became assistant superintendent of the Utah Division with headquarters in Salt Lake City. He came back to Colorado Division as superintendent in 1967 and was appointed master mechanic, Colorado Division, on January 1, 1970.

Eddie's unswerving loyalty and strict perseverance of his duties earned him the highest regard and respect of all who knew him. Always working within the limits of a tight budget, Eddie maintained a high standard in his department and on his own personal record. He never missed a call, never had an injury, never had a demerit. That's a hard record to beat on any railroad.

"No more clocks—no more suitcases"—

After living by the one and out of the other for forty-one years, Sam says, "No more"—the only bag he's going to pack from now on is his golf bag!

Samuel A. Dougherty started his railroad career as shop laborer at Helper, and was promoted to engineer on June 27, 1944. He was appointed road foreman of equipment on January 27, 1952 covering territory Denver to Pueblo south to Trinidad-LaVeta and Pueblo west to Salida, headquarters Pueblo. On December 1, 1952 he was appointed trainmaster-road foreman of equipment, Grand Junction Division, headquarters Salida. It was during his years in Salida that he saw the steam engines depart and rode one of the first diesels into service.

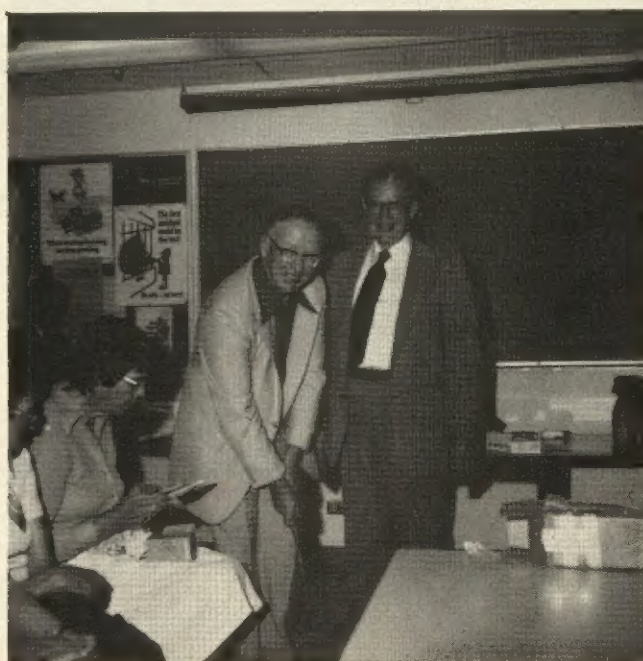
Sam was appointed assistant to chief engineer on July 1, 1956; to assistant superintendent, Grand Junction Division, on September 1, 1957, and to road foreman of equipment, Utah Division, on September 3, 1962. On February 1, 1963 he was appointed road foreman of equipment, Colorado Division, and transferred to Denver.

These brief statistics do not begin to tell the story of Sam's life, but those were the formative years that prepared Sam for the teaching job that followed. Sam was appointed superintendent of safety, rules and training, Colorado Division, on January 1, 1975. He had an impeccable record of service with no demerits, and he brought into the classroom principles of honesty and hard work, coupled with a great sense of humor. His "quotes" as well as some of his expertise with a locomotive will live on in the young engineers who trained with Sam "standing in their pockets". He was a superb teacher who had the ability to grasp and hold the attention of young student engineers. Much of the credit can be given to Sam for the excellent performance of the enginemen in action on Rio Grande today.

That's a great legacy to leave behind as Sam trades his teacher's rule for a golf club. Good luck, Betty and Sam Dougherty!



J. E. Allen laughs in appreciation of one of the gifts presented by fellow employees, while wife Leona smiles approval.



Sam Dougherty shows "expertise" with golf club as wife Betty reads card accompanying the golf set received from fellow employees.

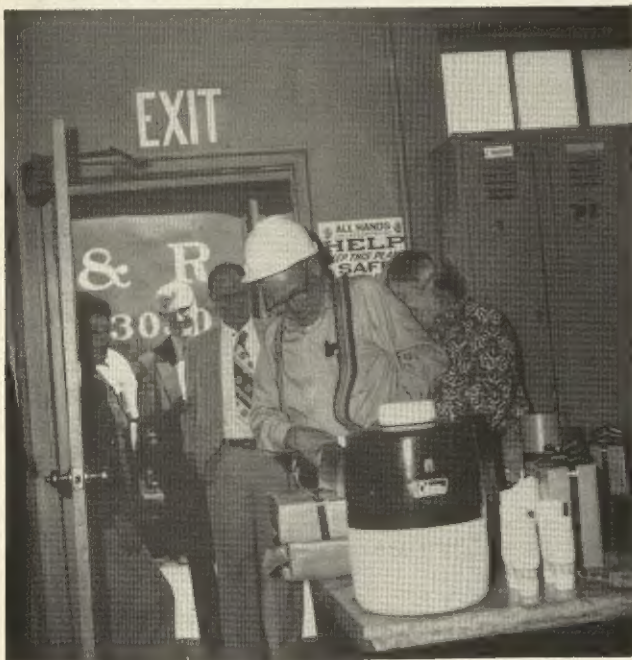
"You mean I can keep all these for myself?"—

Those were the words of Robert H. Marcus as he opened package after package of tools, all shapes and sizes. For years Bob has been "loaning" his tools of trade to the eager young employees of the Rip track who sometimes "forgot" to return them. Now they were repaying him with gifts wrapped with a lot of gratitude and affection for the man who had been teacher, friend, counselor and boss.

Bob started his career with Rio Grande on February 3, 1937 as carman apprentice. He interrupted it in 1943 when he resigned, but returned to service as carman on October 16, 1950. He transferred to train yard foreman at Burnham on March 7, 1951, and back to carman on December 5, 1953. On February 16, 1972, he was appointed train yard foreman at North Yard, and on July 1, 1974 was appointed repair track and wrecker foreman.

With no demerits on his record, Bob tried to pass on to the men who worked for him some of his skills with the tools of his trade. His expertness with a wrecker was unsurpassed. Often a strict disciplinarian, Bob tempered his judgments with good logic and humor. Although he claimed to have had no warning of the party given for him by his crew and believed himself to be "the most hated man on the railroad," Bob's friends were in great evidence on his last day in the Rip track office. There were more than a few tears shed for Bob and his wife Eleanor on the occasion. Eleanor was presented with long stemmed red roses from the Saturday crew who had enjoyed the luscious goodies she had baked for them every week.

Bob intends to put the tools to good use, along with his gardening, traveling and camping plans. And at last report, Bob and Eleanor have discovered that sometimes it's fun to put everything else aside and just sit! A long and happy retirement, Bob and Eleanor—enjoy, enjoy!



R. H. Marcus fastens on one of the gifts presented by fellow employees, and wife Eleanor gladly gives an assist. The gift—a gaily colored pair of suspenders, of which the rip track crew claim Bob has long been in need.

"Forty-six Years and No Regrets"

By Mots

On the eve of his retirement, George Headington consented to the following interview with your reporter, Mots.

Q. What is your first recollection or association with the railroad?

A. I was raised within a block of the Montrose roundhouse. When I was about four or five, I used to ride my tricycle to the roundhouse and watch the engines. One of my favorite pastimes was to watch the narrow gauge leave town for Gunnison or Salida.

Q. Do you recall the year?

A. Oh, about 1920 or 21. Then when I got a little older, nine or ten, I used to hang around the trains and the roundhouse. I'd go over to the roundhouse and the workers would let me hang around and sometimes ride on the engines. Some of the enginememen would even take me on trips to Cimmaron and over to Cerro; and, of course, railroading was in my blood. That's all I thought about. Then in 1932 I went to work for the railroad.

Q. How did you come to be hired?

A. Through the help of the Montrose roundhouse foreman, who was kind of a second dad to me. I was sixteen. He was a fella by the name of G. C. Gates. I worked for him at Montrose and through his coaching and help, I got to one place and another. In the fall of 1932 and spring of 1933 I "watched" a ditcher on the Ouray branch in a mountain place called Eldridge. I watched that ditcher up where they were building bridges. The railroad was doing away with wooden bridges and replacing them with dirt filled culverts. When this job was finished, they pulled the work train off and my job. Roadmaster John Gratton asked me if I would go to Marshall Pass as a section hand. I went there for a month and a half and then to Gunnison to help an uncle build a bakery.

The fall of 1933 I hit up W. S. Gilmer, roundhouse foreman, for a job at Gunnison. He said, "No" . . . so then I went back to Montrose. Hadn't much more gotten there when an aunt in Gunnison called to say, "The railroad wants you." So I went back to Gunnison. Gilmer questioned me about the engines and how they worked. He was surprised I knew as much as I did. Finally he said, "You're pretty light to cut a job watching engines here." I said, well, if I can't cut the mustard, you can fire me, can't you? He said, "I guess that's a pretty good way of putting it." I worked the midnight shift.

Q. What would a typical shift be like?

A. Well, the first thing after you started to work you'd go around and check all your engines. Making sure they had plenty of water, that the fires were banked and the steam was up. Then maybe you'd shovel cinders. Many times you'd fill two-thirds of a car. Then you'd have to help the machinist dope the side rods on arriving engines. If you had more than three engines to move you'd have to call in a hostler; otherwise you and the machinist would spot and turn 'em. The engines would have to be watered, coaled and sanded. Then you had crews lined up to call . . . after you got your crews called there was the power plant to coal and clean up around. You worked seven days a week, no days off, 8 hours a day. You really had your hands full taking care of all these jobs. It was damn tough for a hundred pound sixteen year old, but I was determined to stick it out.

Q. What was the pay?

A. Thirty-two cents per hour for engine watchmen and fifty-one cents per hour for helping the machinist. Fifty cents per month was withheld for hospitalization.

I had that job until December of 1933 when I got laid off. I was called back to work at Montrose in the spring of '34 and for a time I was jockeyed between Montrose, Ouray and Gunnison watching engines and helping the machinist.

The last time I worked in Ouray was in February, 1936. I was then transferred to Montrose and stayed there the rest of '36. Then the passenger train between Montrose and Gunnison was retired. I was laid off in December, 1936, and worked in a garage

Rio Grande

n Montrose until called back as a machinist helper at Montrose in the spring of '37. Went to Delta in May 1938 and returned to Montrose in October.

I worked as machinist helper until August 20, 1940. On that date I moved to Grand Junction to start serving my apprenticeship. From 1940 to 1947 I served my time as journeyman machinist and traveling diesel maintainer . . . held that job for about 2½ years . . . rode between Grand Junction and Salt Lake City.

My last trip in 1945 was memorable. I was asked to be the maintainer on the anniversary train diesel that traveled the system in November 1945.

But one trip I'll always remember and consider an honor to be part of was the time I was maintainer on the train that carried the Queen of the Netherlands. It was after WW II. We ran three trains; the first with the RG 548 and Fred Bush as maintainer carried the press. I had the RG 549, the one with the Queen. The last was an 1800 steam engine which also carried some newspaper people. The Queen was to attend the first United Nations meeting in San Francisco.

Soon after that I left the maintainer's job and returned to the shops in Grand Junction until 1947 when I was cut off. I went back to work in Oct. 1949. Worked at Burnham for awhile, returned to Grand Junction and was asked to take the general foreman's job in Salda . . . stayed there until November 8, 1963 when I became general foreman at Grand Junction. On May 1, 1976 I was promoted to master mechanic, Utah Division.

Q. You're on the threshold now of closing out your railroad career; who do you consider the most influential person(s) in your life?

A. Gales, the foreman at Montrose, and a boilermaker, Clark; these two fellows guided me when I started railroading. They watched every move I made and I've pretty well patterned my life after them. After I left them, it seemed everywhere I went people helped me and looked out for me . . . I've made friends and through these friends and through the supervision I've worked for, they've helped me step by step.

Q. Somewhere along the line there was a marriage to Evelyn Dale; when and where did that take place?

A. I got married August 14, 1936 at Ouray.

Q. What did she think about your nomadic life?

A. Wherever I had to move to make a living, that was fine with her.

Q. Would you like to share your formula for success?

A. Well, I'll tell you I think honesty, sincerity and hard work lead to success.

Q. Any regrets?

A. None. As far as a good company to work for, I don't think you'll ever find a better place to work than the D&RGW RR. If I had my life to live over again, I'd do it all the same . . . I wouldn't consider another career. I can honestly say I've never regretted a day I've worked for the railroad. I've been treated well from the day I started until the day I ended up and no regrets.

Q. Anything you would have liked to accomplish but didn't in your 46 years of railroading?

A. No, really I don't think so. There is one thing I did do that I never anticipated or ever had any real desire to be and that was Master Mechanic. I can truthfully say that I never had any aspirations for a master mechanic's job . . . from the experience I got from the short time I held the position, I'm thankful I had the opportunity.

Q. What made railroading so attractive to you?

A. The thing that made it interesting—there were never two days in a month that were the same. There is a continual change of pace and plenty of opportunity to use your imagination and ingenuity, design new tools and figure out ways of doing jobs quicker and easier.

Q. Thank you for your time, George, and good luck in your future endeavors. It must be a satisfying feeling to look back over forty-six years of railroading and have no regrets.

A. It is and thank you.



George H. Headington, age 19, is shown in cab of steam locomotive in front of the Montrose roundhouse. Photo was taken in 1935.

Veterans Convention Notes—September 20, 1978

Registration fee has been set at \$10 per person. This includes breakfast and dinner.

All activities and all rooms will be at the Continental-Denver Motor Hotel, Valley Highway and Speer Boulevard, Denver, Co 80211. Transportation will be furnished from the depot to the hotel and return. See schedule below.

The hotel has set a flat rate of \$25.70 per room (includes tax) regardless of how many occupy the room. Double beds will be furnished in rooms. Fifty rooms have been reserved. Each club is urged to send in list of names and number of rooms required as soon as possible, as hotel requests a confirmed list *no later than August 28*. Send lists to hotel addressed as above, with copy to Iva Andrews, 4575 Winona Court, Denver, Co 80212. Parties wishing to share room should so indicate on lists.

Tentative Schedule

Tuesday, September 19

Train arrives Denver Union Station 9:00 P.M.
(Transportation to hotel will be waiting at station)

Wednesday, September 20

Registration 7:00 A.M.
Breakfast 8:00 A.M.
Business meeting 10:00 A.M.
Activities will be arranged for those interested.
Social hour 6:00 P.M.
Dinner 7:00 P.M.
Program and entertainment.
Dancing in public lounge after dinner.

Thursday, September 21

Transportation to Union Station . . . 6:15 A.M. (loading time)
Train leaves station 7:30 A.M.

Rail CHATTER on the Grande

North Yard

By Joe Lonergan

Our best wishes to Sam Rotolo on his retirement after over 36 years on the railroad. Sam was car inspector in North Yard train yard.

Other recent retirees were I.B. "Babe" Lucas, switchman, Neal Peterson, conductor, Pete Palmer, engineer, and B. L. True, conductor.

We were all glad to see Leroy Berg-horn, retired Rip Track foreman, when he visited North Yard recently.

Bob Ensbach, retired trainman, is running the train at Lakeside Amusement Park. Bob's friends may wish to stop and visit with him.

John Lopez, fuel track employee, represented North Yard in the Rio Grande Golf Tournament on June 3.

North Yard would like to welcome Jerry Cain, the new assistant division car foreman. Jerry is from Grand Junction.

Dan Gargan, carman apprentice, is on sick leave. Dan will have surgery on his knee at St. Anthony's-Central.

The men at North Yard Repair Track held a party for Bob Marcus and his wife. Bob retired as rip track foreman. Bob's services on the Rio Grande were varied. He worked as welder, wheel change truck driver, and for the past number of years, as train yard foreman and rip track foreman. Bob was wrecker foreman on the 029 derrick. He was presented with a wide variety of hand tools and other gifts from the men who had worked with him, and Bob's wife received a dozen red roses from the Saturday shift men who had enjoyed her cakes and other goodies every Saturday. Good luck, Bob, from all of us.



Bob's cake with "wrecker".

Margaret Marzano, 13-year old granddaughter of Yardmaster Joe Marzano, has outdone her grandfather and her daddy, Fred Marzano, machinist at Burnham. While fishing recently at Delaney Buttes, Margaret caught a beautiful 3 1/4 lb. Rainbow. Guess Joe and Fred are going to have to practice their fishing skills if they want to keep up with her. Congratulations, Margaret, and good fishing!

Colorado Division

By Dawn L. Reams

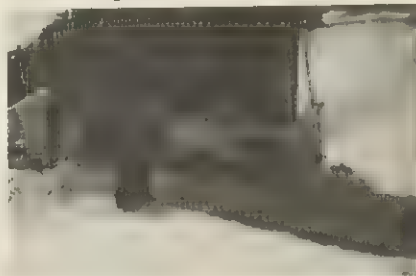
Samuel A. Dougherty retired after 42 years of service April 28. There was coffee and cake served on that date and a very nice dinner in his honor on May 4 at Denver Union Depot restaurant. Our very best wishes are extended to Sam and Betty.

We welcome John J. Vess as our new Superintendent of Safety, Rules and Training.

Dennis J. Davis, secretary to the assistant superintendent, left April 28 to work as a claims agent at Navajo Freight Lines. We welcome Tom Speer who replaced Dennis.

Our reporter, Anne Darling, required surgery on her hand and expects to be away for approximately two months. She reports progressing well.

Roadmaster J.J. Gonzales is knee-deep (and then some!) in snow, as this photo indicates. Picture was taken at the east end of Crescent on May 8 when Roadmaster Gonzales and Track Supervisor J.S. Unbehaun were riding the snow plow.



From the Shops

By Joe Brown

Rod Bagwell ran the Mile High Marathon, 26 miles, 385 yards in 3 hours, 36 minutes. This was Rod's first Marathon.

Congratulations to Joe and Jackie Kirscht on the birth of a son, Justin Jay, on May 15 at 12:04 P.M. Justin weighed in at 7 lbs. 8 ozs., 20 inches in length.

Marvin Olson, Water Service Leadman, retired on May 31 with 33 years of service. Marvin hired out in 1945 at Pueblo, transferred to Burnham in 1949. He has purchased a new Ford pickup and fifth wheel trailer and plans to travel and do a lot fishing.

May 31st was also the last day in service for Marvin S. McKinley, carman at Burnham with 41 years. Marvin was employed as a carman apprentice in 1937; he completed his apprenticeship and transferred to carman in 1942. Marvin was immediately leaving for Kansas to attend a class reunion, then back to Denver to develop plans for future traveling and lots of fishing.

We all wish both Marvins good fishing and many years of happy retirement.

From the Store

By Dolly Fagler

Vacations hit again! Bob Nazzarro flew to New York for a visit with relatives. Lester Dale and wife spent a week's vacation and drove to Oregon to visit his wife's sister who is quite ill.

Judy Stalnaker and family drove to Grand Canyon for a week's vacation. Bob Guerrieri and family spent Memorial Day weekend in Santa Fe, New Mexico. Ray Youngquist enjoyed a week of vacation just "away from it all". And Ray Gonzales took a week's vacation to work on his house and yard—that's no vacation!

Dave Cole is trying to master the use of crutches after spraining his knee trying to play basketball. Tish! Tish! Dave, those days are long gone—right?

It was nice to see Joe Jamieson who dropped by from Debeque for a visit.

Sympathy is extended to Cliff Jamieson and family in the loss of his wife's mother on May 24.

NARBW

Denver Chapter Celebrates 25th Anniversary

By Dorothy Diff

The Denver Chapter of the National Association of Railway Business Women celebrated their 25th Anniversary on April 19 at Cherry Creek Inn. Chairman of the event was Jeanne Gustafson, who recalled the history of the chapter since its origin in April 1953. Past presidents, beginning with Sidona Bann, founder, were honored and presented with corsages. Nine past presidents were present. Incumbent president is Mary Newsome, who will serve 1978 and 1979. Entertainment was furnished by *FIRESIDE*, a talented young folk music group. Reminiscing brought to mind many events of the past 25 years, and a beautiful birthday cake was cut & served. Club colors of blue and yellow accented with silver were used.

The National Convention was held in Kansas City, Missouri, in May. Denver members attending were: Maizie Hester, Mary Newsome, Dorothy Healy and Bonnie Blach, delegates; Sidona Bann, Anne Eckberg, Marie Murray, Bea Brown and Dorothy Diff, supporting members. Active business sessions were intermingled with delicious food, entertainment, and city tours, ending with a banquet. Newly elected national president is Nadine Hale of Memphis, Tenn.

Rio Grande Motor Way

By Wilma Miller

The following letter has been received by the Motor Way, dated May 9, 1978:

"On the morning of May 8, 1978, we were on the west side of Vail Pass with a bobtail loaded with horses and having chain trouble. One of your drivers pulled up behind us to put his chains on and took the time to help us. He was very pleasant and would accept no pay. This act of kindness was deeply appreciated."

"He was driving tractor No. 928."

"Once again I wish to thank both the driver and his Company."

Nancy Sandhoff
4160 Youngfield

Wheatridge, Co. 80033"

Thank you, Mr. Bob Finley, for extending a helping hand to this motorist in need.

Joseph Matich, Jr. was promoted from vice president-operations to senior vice president of Rio Grande Motor Way, Inc., effective February 1, 1978. Mr. Matich joined the company in 1951 and was terminal manager in Salt Lake City before moving to Denver in 1972.

Cathy Raper, 12 year old daughter of Lee and Lucille Raper, has been selected to be the Colorado Easter Seal Campaign Girl for the 1978 Year. Cathy took part in the recent Easter Seal Telethon. Cathy was honored at opening day of Englewood Speedway and helped give away trophies to drivers who won.

Andy and Rose Ortega are proud parents of a boy, Erick Lee, born April 28; and Bill and Linda Pierce are new parents of a boy, William Raymond, born April 19. Congratulations to the happy couples.

Mr. and Mrs. Fred Cyr, taking a week's vacation, spend part of their time and money in Las Vegas. Montrose

Mr. and Mrs. Earl Marsh vacationed in Las Vegas in May.

On April 26, the Montrose dock and office forces took occupancy of a beautiful new facility located a few hundred yards south of the old railroad frame building which had been the home of Rio Grande Motor Way for nearly 40 years.

Salt Lake City

The Truck Driver Awards Committee, representing the Utah Safety Council and the Utah Motor Transport Association, have selected Mr. Afton Boyce, Over-the-Road Truck Operator of Rio Grande Motor Way to be the recipient of the Long Haul Driver of the Year Award for 1977. Mr. Boyce will receive his 26th year Safe Driving Award this year, traveling over one million miles accident free. Congratulations, Afton.

From the Ninth

By Carolyn J. Herrera

Operator Evelyn Bakke recently acquired a new son when her daughter Carol Lynn was wed April 16 to Harrison F. Heinick III. The wedding took place in the Evanston United Methodist Church in Denver. After a honeymoon trip to Wisconsin, Illinois, New York, Canada and Niagra Falls, the newlyweds will make their home in Framingham, Massachusetts.

Roberta Pope, also an operator, and husband Dean enjoyed a relaxing vacation on Lake Powell in a houseboat. Doesn't that sound inviting!

Larry Busboom has had the opportunity to confirm what he knew all along, LOVE that wife and kids! After batch'n for six weeks while wife and kids visited Scotland, Larry is glad to have his family back together.

The fellas in Communications want to congratulate Bill Henry on his "determination." Bill actually has lived in the same place for a full month!

Ed Clark, Personnel office manager, reports that he and his wife are the proud parents of not one, but two, graduates. Son Gregory graduated from Denver University on June 3 receiving a degree in Speech Communications. Daughter Dianne graduated from Lincoln High School on June 7. Dianne was voted Outstanding Senior by her fellow students at Lincoln, and also received the National Merit Scholarship Award, scoring in the top 2% of those taking the test nationwide. Dianne will be attending Colorado University on a scholarship this Fall. I'm sure Ed and his wife will agree there is no greater pride than that of a parent.

Vernon and Illa Mae and the entire Immroth family, including Grandmother Immroth of Pueblo, drove to Durango in April to observe graduation ceremonies at Ft. Lewis College where daughter, Virginia McDonald, was graduated magna cum laude in business administration. Ginny and her husband, Doug, who also is a recent Ft. Lewis grad, are now residents of Northglenn. Ginny currently is employed as a loan counselor at the Arvada Branch of Midland Federal Savings. Congratulations and best wishes to Ginny and Doug for their future.

Wedding bells rang on July 1 for Mary Elizabeth Lovett and Thomas Michael Donohue who were united in marriage at Saint John The Evangelist Catholic Church. A reception followed at the home of J. W. Lovett, father of the bride. Thomas, son of Mary and Tom Donohue, retired laboratory technician, is machinist at Burnham, and Mary is a student at Denver Academy of Court Reporting. The couple will make their home in Denver.

From the Tenth

By Tom Wells

Glad to report C.R. (Chet) Turner, superintendent of work equipment, Burnham, is doing well after undergoing 3½ hours of surgery at St. Anthony's Hospital on May 9. Chet wishes to thank all who donated blood.

Chet also asked GreenLight to thank all Rio Granders for the flowers, calls and cards while he was in the hospital. They certainly helped to make the hours pass.

A belated honeymoon wish to Mr. and Mrs. M.D. Kenyon who traveled to the British Isles for three weeks.

Welcome aboard to Rosemary Johnson, secretary in Engineering Dept. Rosemary came to Rio Grande from the East Side Cultural Arts Program. Her hobbies include the piano, bowling, plants, tennis and keeping up with her two sons, Raymond, age 5, and Terry, age 1.

R.E. Davis' son, Kelly O. Davis, will be graduating from Arvada High School. Kelly is enrolled and will attend Business School on the C.U. Campus this Fall.

Bill McBeth's son, Roger McBeth, is graduating from Aurora Hinkley High School.

Congratulations to both of you and good luck in the future.

Happy Birthday to Bernice Woodford, Wells Knapp, Bob Brown, Roy Combs, Stan Macoskey and Walt Harris, who all had birthdays in May, and to Al Daub whose birthday falls in June.

Gerald and Vera Rees celebrated their 14th wedding anniversary on May 14, and Mike and Sue Garcia celebrated their 4th anniversary on June 8.

Have heard through the grapevine that Roger DalVera is leaving soon for a month's vacation in England. Hope Roger will give us a report when he gets back.

R.C. Hassells traveled to Chicago for a week but wouldn't talk about it!

Vonda Sloan traveled to Las Vegas for four days. Said she lost lots of money and had fun doing it. Also she took in the Wayne Newton Show and the Follies.

Shirley Thornley traveled to Youngstown, Ohio and Hanover, Pa. for a week to visit relatives.

C.O. Penney has left for California and the southwestern states for three weeks. Perhaps he will talk about it when he returns.

R.D. Combs finally came through with a report on his trip to Orlando; Florida via Ports of Call. In Roy's words, he extensively toured Disneyworld, his pocketbook and Kennedy Space Center. Glad to see you back, Roy, even if you are broke.

Tom and Jennifer Vesey traveled to Maui and Ohu, Hawaii in April. Tom's a little slow on talking about exciting trips.

Jim Brockett and wife Jean, along with fellow employees, ventured to Lake Powell for ten glorious days of fun.

The Dick Garrison family traveled to Houston, Missouri for a week and Dick reported all was well on the "old home front."

Joe Harris' daughter, Diane, was confirmed into the Redeemer Lutheran Church (Missouri Synod). Keep up the good work, Diane.

On a closing note, congratulations are extended to J.R. Fulmer. John received his 35-year pin on May 13.

Traffic Department

By Bob Hulstrom

Congratulations are in order to Rick Hagaman and family, Craig Foy and family, and Doug Monsen and family on recent additions to their families.

We wish to welcome Rick Elston to the Market Research Department and Clara Schweiger to the steno pool in the Traffic Department.

Congratulations to D.G. Livengood on his recent promotion to district manager at our Chicago office.

Don Leffingwell and Carol May Joliff were married March 24 in Troy, Mich. The newly-weds then departed for a Florida honeymoon. Best wishes for a long and happy life together.

Harry A. Robertson, Sr., retired traffic manager, St. Louis, Mo. sent the accompanying photo of himself with District Sales Manager Jack Stauffer and Mrs. Stauffer of Houston, Texas. The photo was taken in Houston, Texas when Harry visited Houston to attend the commencement exercises and graduation with Honors of his grandson, Dr. Dirk Briscoe Robertson from Baylor School of Medicine on June 5.

Harry writes that it was his privilege to employ Jack 25 years ago as steno-clerk in the St. Louis office, and he has happily followed Jack's progress with Rio Grande since then. Harry retired from Rio Grande in 1960.

Thanks, Harry, for sending the picture and this bit of news for Green Light readers. It is of double interest to your Rio Grande friends who are glad to hear from you and to see you looking so healthy and as handsome as usual.



Fourteen

From the Twelfth

By Arlis

Colds, flu and pneumonia followed by two months of coughing have plagued floor 12. Oh, for the good old days when a cold lasted 5 days—these modern germs invade one's body dressed in armor, wearing little bibs and carrying a knife and fork ready to devour one's precious health. While reminiscing—wouldn't it be nice to have good old-time weather with four seasons with plain old wind that isn't a tornado, hurricane or monsoon and rain without thunder, lightning and snow.

Other members of our good group have had a few added ailments—Chuck Colborg has a tennis elbow and doesn't play tennis, and Ida Kyffin is hard of hearing but her ears check "okay". Best not print my diagnosis!

Now for vacation time—Lois Rensink (of Leavell Development) and husband spent a fun-filled week at Lake Powell mostly loafing as cold breezes dampened the boating, water skiing and fishing plans—therefore, she had no wild fish stories, but reported the scenery as beautiful.

Ida Kyffin blew two weeks with the vacuum cleaner, fussing and dusting, polishing, painting and renovating the old homestead. Every spring the poor old spiders lose their homes and end up out in the cold—the Humane Society will have a case there!

For mini-vacations, Norm Maris wound up the old roadster and he and his lovely wife motored to—would you believe—North Dakota. Me thought they really must be bored, but there was a reason—that was the only state they hadn't visited in this old U. S. of A. (Can see why they left it to the last). They have been in 49 states which leaves only Alaska left. Norm is presently training a team of six huskies and building a sled in the back yard. When he answers the phone "Mush" you won't have to guess where he is going.

Mr. Colborg took a tour of the city dump with three loads of sheared-off trees and yard slag, which didn't help the old elbow.

Walter Downes went on a camping spree to Estes Park and cooled his heels in the snow.

Pat Fick and friend whizzed down to Colorado Springs for a sabbatical and while there visited the Old Town Dinner Playhouse and then came back to Denver to clear up some errands.

Your reporter flashed down to San Carlos, Guaymas, Mexico. Can't report it as being nicer than Mazatlan, but did enjoy the ocean and the shrimp.

The flying portion of the Thode family is at it again. The youngest son, Second Lt. Kirk J. Thode, who was commissioned in the U.S. Air Force upon graduation from Colorado State University last August will now complete his training at the Air Force Navigators' School at Mather Field, Sacramento on June 13, 1978, and is looking forward to his assignment on

the C-130 Aircraft at Abilene, Texas, this Fall. Prior to going to Abilene, however, he must put in approximately 11 weeks at Little Rock, Ark., getting acquainted with this flavor of aircraft and from there will be sent to survival school in Spokane, Washington. Therefore, you can see "all that glitters is not gold"—to obtain these high achievements there are many hours, days and weeks of sweat, blood and tears with continual learning and discipline. A proud mama and papa (and rightfully so) will be in Sacramento to pin on their sons' navigator wings.

Sports

By G.L. Cristofano

Park Central Softball teams are playing again this year on Tuesday night starting at 6:00 PM at Kunsmiller Jr. High School in southwest Denver.

Some teams have been short on players and would like more support. Don't let your age hold you back. At the last game, witnessed a few spectacular plays by a few of the "over the hill gang". Improve your office image. Even if you don't play, show up with a glove and a six-pack. They can use both.

For the fisherpersons, the ice is off most lakes, rivers are too thick to drink, too thin to plow, fish are spawning with romance uppermost in their minds. Runoff will probably last up into July this year. A trip to "Granada Fish Market" would be cheaper and more productive.

Golf tournament was held this June 3 at Park Hill Golf Course in Denver (weather permitting). Over achievers strive to get on foursome with top management. Freewheelers avoid this type contact. What a temptation to insert names or initials while writing this, but if the shoe fits, buy it.

If you see your fellow employees getting off the elevators on Floors 4-5-6 lately, they are taking the stairs to Floors 9 and 10. "Cardiovascular conditioning"—this is what they call it now. Use to be "exercise".

If you overdo it, they have another term they use—cardiac arrest.

Some things a sportsman should know:

1. Hunting and fishing partners always oversleep.
 2. Fences are always two inches higher than your legs reach.
 3. Hip boots only leak in cold water.
 4. Wood is wettest when matches are fewest.
 5. Don't be the only one in a party with a game bag.
- SOURCE: MISSOURI CONSERVATIONIST.

Pueblo

By Guida Fonda

The big announcement is on the "Metrecal for Lunch Bunch", and the winner of the \$150 was Bill Boggs. Bill lost 30 lbs. and runner-up was Ed Forest with 26 lbs. The losers were taken out for dinner by the winner, so we didn't lose out altogether.

Congratulations to Jim Bradford, afternoon chief clerk, who on May 20 graduated from the University of Southern Colorado with a degree of Bachelor of Science in Business Administration. Jimmy said it seemed like a long time coming.

Congratulations to David Joe Criger, son of Mr. and Mrs. Dale Criger, agent at Minnequa. David Joe graduated from Faith Bible Baptist College in Ankeny, Iowa May 5. He will be part time assistant Pastor at Monroe, Ia. He graduated with a B.A. of Religious Arts and B.A. of Theology.

Glenda Milam, wife of Carman Elliot Milam, was presented with the "Mother of the Year" award by the young people and congregation of Lynn Garden Baptist Church on Mothers Day. Congratulations, Glenda.

Congratulations are in order also for Karen Fonda, daughter of Brakeman Arden and Betty Fonda. Karen underwent surgery in Denver last August for scoliosis. She has been in a body cast up until recently. Karen is doing super and is able to do most anything, including dishes, which doesn't seem to please her too much, according to her mother.

Yardmasters must be hard on their wives. Mrs. Doris Clawson, wife of Bill Clawson, is home recovering from foot surgery, and Grace Bennett, wife of Curly Bennett, is now at home doing much better after a week in the hospital.

Glad to see Danny Mariano back to work after an automobile accident. Also get well wishes go to John Klovas, carman, who is in the hospital undergoing knee surgery.

Glad to report that Marshall Henson, retired clerk, is home and doing very nicely after open heart surgery in May.

Al Groves and family spent his vacation in California visiting their son. Ray Cetin had a great time in California and Mexico; then came home and purchased a new Datsun 280-Z. What a swell ending to a vacation! Weldon Cottingham and wife June took the ideal vacation—went to Tucson, played golf, swam and enjoyed all the good food and sun that Arizona had to offer.

Lake Powell must be popular vacation spot. Bob Pennington, trainmaster, and Art Henke, road foreman of equipment, both spent their vacations there.

Ralph Mitchell and Bruce McGlothlin represented Pueblo in Denver recently at the retirement dinner for Eddie Allen. They both enjoyed the evening. Congratulations, Mr. Allen, from all of us at Pueblo. We hope you enjoy your retirement.

Mr. and Mrs. Bruce McGlothlin has a new granddaughter, born in Grand Junction.

Our condolences to Weldon and Phil Cottingham on the loss of Weldon's mother and Phil's grandmother, Helen Cottingham.

Welcome to our new employees: Clerks Susan Freel and Kim Barker; Mechanical Dept. employees Judy Dicken, Richard Brown, and Greg Hoskins; Section people Thelma Jean Gomez and Josette Pineda; Trainmen Janet Wands, Mario Cabrera, Frank Anselmo, Harry Lessor, R.L. Vanderpool, Laura Chiaro, and Anthony Smith; Firemen Bill Belden, Mike Coombs, Amos Cordova, Perry Garcia, Danny Garcia, Danny Denman, Gary Winters, Diane Rabson, and Clifford Morgan.

GUESS WHO?

Would you believe our own Yardmaster Bill Clawson? This picture was taken at the annual Church Dinner held at Faith United Methodist Church. The theme was Hawaiian and Mr. Clawson provided the entertainment. They really had a great time and provided the crowd with a lot of laughs. From the looks of this picture, he might be invited to appear on "Hawaii Five-O"—makes a great-looking hula gal, don't you think? By the time this paper goes to press, Mr. Clawson will be retired. Haven't heard yet if he plans to take up dancing as his second occupation, but he will be sadly missed by all of us. He's a great guy and deserves the very best life has to offer.



Grand Junction

By W.J. Kiefer

Led by Mechanical Department Foreman Bob Ekstrom, residents of E Road claimed victory over the Colorado State Highway Patrol recently. It seems the Patrol officers had been ticketing residents for driving down the wrong side of the road. However, the "right" side of the road was strewn with boulders created by highway construction work, making that side of the road impassable and impossible.

Ten or twelve tickets were handed out to irate residents until our Action man Ekstrom took matters in hand and, banded together, vowed with other residents to fight the battle in court. The controversy brought some fast action by the construction company in grading down the road, and the State Patrol Captain dismissed the citations. Pictures and stories in the Grand Junction Sentinel went a long way to help Bob and other E Road residents win their case. Guess this is part of what's meant by traveling the "bumpy road of Life", but it takes people like Bob to help smooth the way!

Congratulations to Felix Smith, retired engineer since 1971, who married a lifelong acquaintance, Helen Roettger Smith of Spurgeon, Indiana, on March 18. The new Mrs. Smith, who didn't have to change her name this time, had helped in the care of Mr. Smith's former wife who passed away in 1977. Good wishes are sent to the newlyweds.

F. Brand, former fireman, is asking for interior pictures of 3700 class steam engines. If anyone can supply this request, write to him at 563½ Eastmoor Drive, Grand Junction, Colorado 81501.

High Country Comments

By Maribee

A faithful follower of the "Green Light" has been uncovered. Because he is interested in Leadville and Colorado history, he wrote to your correspondent to see if there is a mutual interest, and "sure enough"...

Joseph C. Manak is employed by the Norfolk and Western Railway in Cleveland, Ohio as a patrolman with the police department.

He writes: "I am very interested in Colorado and her railroads; in fact, I am a member of the Colorado Historical Society, Denver Posse of the Westerners, Rocky Mountain Railroad Club and the Colorado Railroad Historical Foundation.

"I maintain my own Colorado library which includes 648 volumes; information on 105 communities, four weekly newspapers, *The Cripple Creek Gold Rush*, *Silverton Standard*, *Central City Weekly Register-Call*, and the *Gunnison Country Times*; and 45 current telephone directories covering 279 communities. The largest is the Denver Metro (two books) and the smallest is the Rico Telephone Co., Rico, Colo., one printed page."

Manak also has many books on the Rio Grande, including time tables, annual reports from 1901 to 1977, and scenic books.

He has a small railroad museum incorporated into his library.

Now there's a real collector.

Many station workers recall the visits of Mr. L. Kelly with his scale car. He retired some time ago from the Western Weighing and Inspection Bureau. Recently he and his wife celebrated their golden wedding anniversary with their six children and 23 grandchildren. Congratulations and best wishes.

*Mary B. Cassidy
Fifteen

Colorado Springs

By J.J. Kennedy

Jimmy Dean, switchman, and wife enjoyed two weeks' tour of Hawaii. From all reports, they had an enjoyable trip.

R.R. Evans, working foreman, and wife enjoyed a month's vacation in their camper visiting friends in Padre Island, Texas, toured a little into Mexico, and had good luck fishing.

B.A. Thomison, janitor, took five weeks of vacation just working around his home getting ready for summer and resting.

This reporter and wife enjoyed four weeks' vacation visiting friends and family. Went to New Jersey and into New York to see the play *Twentieth Century* at the St. James Theater. Very enjoyable. Then went to Washington, D.C., Maryland, and Virginia and to Pennsylvania—enjoyed every minute.

You can tell more about a person by what he says about others than you can by what others say about him.

Salt Lake Veterans Ladies Auxiliary

By Evette Walters

On June 1 Vivian and Elsie Wilson were entertained at an open house given by their children for their 50th Wedding Anniversary. We congratulate them and wish them many more happy years together.

On a recent weekend Lee and Iva Andrews visited the Krauths and the Crawfords to plan the system convention. Both couples enjoyed having them as guests. This sextet enjoy a beautiful friendship growing through the years.

Chester and Emily Rugg are looking forward to a tour to New York and seeing the Comorah Pageant this summer.

Heard a sad story about two of our favorite people, Elva and Leonard Jensen. He wanted to make life a little easier by installing a sprinkling system. First, they messed up the gas line thinking it was the water line. Second, they broke the water main. Third, the plumber plugged up the water line and the plug came out in the night, filling the basement with water. Fourth, after the water was pumped out of the basement and the gas company came to turn on the furnace, they condemned it as it had cracked. So they bought a new furnace. Think this is the end to a sad story? No—Elva went to have a physical exam and was sent right to the hospital for surgery, which turned out to be more serious than expected. We are all happy, Elva, that you are such a brick and recovering so well. Take care—no helping Leonard with the garden this summer.

The Auxiliary is having Pot Luck at Rail Ops June 9—hope to see you then.

Salt Lake Veterans

By N. E. Boswell

Mr. and Mrs. Wayne Daley celebrated Wayne's birthday on May 8 traveling in Russia. They visited Moscow, Leningrad, and Suzstoll. They also visited Finland, Amsterdam and Copenhagen.

Congratulations to Mr. and Mrs. Viv Wilson on their 50th Wedding Anniversary June 1. We hope you have many more happy years to come.

Mr. and Mrs. Webb B. Wood are planning a trip to Las Vegas soon.

The officers of the Veterans Club No. 1 had a meeting to plan Rio Grande Day for all employees June 24 at Saratoga Resort.

Ran across a clipping from the August 2, 1949 issue of the Salt Lake Tribune. It reads in part:

"D&RGW Vets Form New Welfare Club. To promote 'good welfare of all employees' 265 employes of Denver and Rio Grande Western Railroad, each with 20 or more years experience, Monday night organized the Rio Grande Veterans. Meeting in the Salt Lake Tribune-Salt Lake Telegram auditorium, charter members elected Fred C. Krauth . . . sheet metal worker, president. D.K. Baker . . . was named vice president, and C.J. Woodle . . . secretary-treasurer . . . the organization is non-political, non-labor and non-management . . . All employees . . . active and pensioned, are eligible for membership if they meet the 20-year requirement."

Club No. 1—you've come a long way, baby. Congratulations and hearty good wishes for the future.

Utah Division

By Roper Jo*

J. Marden Despain, RCE Maintainer, applied for his annuity on May 1. An Open House was given for him by his fellow employees in the Maintainers Office on April 28. Marden's wife Kay was present as well as many friends, who presented him with a "Seiko" watch. Marden started for Rio Grande in October 1948 as teletype and telephone maintainer, transferred to Denver in May 1959 and returned to Salt Lake in October 1960. Marden and Kay left after the open house to spend three weeks touring England. His hobbies are fishing and traveling. Marden, center, is shown with M. F. Black, superintendent of communications, Denver, left, and W. N. Bailey, supervisor of communications, Salt Lake City, right. All of their many Rio Grande friends wish Marden and Kay a long and happy retirement.



Colleen Nabaum, secretary in the Superintendent's Office at Salt Lake, along with her husband and his parents, made a three-week tour of France, England, Germany and Scotland the first part of May. She reports every place they went was fabulous and well worth the money. Colleen's mother-in-law, by the way, is Velma Stauffer, retired clerk from the Salt Lake office.

Bill Bailey and his lovely wife Marlene spent from April 1 through the 15th in Hawaii. This trip was to celebrate their 25th wedding anniversary. Congratulations to both of you.

Lester George Witherow, carman, was honored with a get-together of the Mechanical forces for his retirement on May 8. George hired out at Roper September 25, 1947 as carman apprentice. He was given a large cake with ice cream, which was shared by all. Also he received a caboose trophy and a Toro Edger from his many friends. He plans to garden and do some fishing. All wish him a very happy retirement.

G.H. Headington, master mechanic, was given a farewell party by all his friends at Roper. He was presented with an air compressor and cake, shown in accompanying photo. An interview with George will be found in this issue.



Sympathy is extended to Eldon Smart, carman, and his family in the tragic accidental death of their seven-year old daughter on May 27. His many friends at Roper wish him to know he has their deep sympathy and prayers.

Charles Louis Julian, brakeman, hired out at Salt Lake on May 17, 1941 and was promoted to conductor on January 19, 1945. He applied for his annuity on May 1. His many friends wish him the best in retirement.

Sincere condolences to J.L. Gallegos and B.P. Gallegos of the Salt Lake and Roper sections, whose mother died this spring in New Mexico.

Dan Monson's daughter Marilyn Boekweg had a baby girl on Sunday, April 30. Her parents named her Emily. This is Dan's fourth grandchild and he is very proud.

Chad Chesnut's daughter Patricia Bergstrom had a baby girl on Monday, June 22. They are going to call her Britany. This is Chad's first grandchild. Congratulations to both proud grandfathers and the parents.

Dan Monson, chief clerk in Engineer's Office, is very happy to report that his wife Julie is recovering nicely from her recent major surgery. We all wish her a fast and healthy recovery.

*Josephine Smith

Rio Grande

Expenditures Accounting

By Isaac Mootye

Congratulations to Elizabeth Beck who left us in late June for a lengthy vacation which terminates September 1, her official retirement date. A graduate of Longmont High School and Western State College at Gunnison, Beth taught typing, shorthand and bookkeeping in both Paonia and Grand Junction High Schools for eight years before coming to the Rio Grande in 1943. She worked eighteen years as a stenographer until her appointment as Secretary to the Comptroller in mid 1961, a position she has held for the past seventeen years. Her plans to take a trip or so a year and enjoy homelife will certainly be complemented with our well-wishes. Beth is shown in accompanying photo.



Holy Name Society of the Holy Trinity Catholic Church honored Dave Collins as "Man of the Year" for his outstanding leadership and contribution to the objectives of the Society for 1977-78.

A week in a monastery situated near Santa Fe, New Mexico proved an everlasting impression for Mike Fletcher.

Isaac Mootye would like to share pride in congratulating his sister Jackie on her graduation from Indiana University, and Marie Shepherdson's grandchildren, Mica Marie and Danny, on graduating from Steamboat Springs and Lakewood High Schools this past semester.

Les Egan, Art Ruscio and Jerry Rickard loyally represented us in the Rio Grande Bowling League as members of the "Mud-Hops", who managed to captivate the season with 98.5 victories out of 140 plays. At the commencement banquet, Jerry was awarded a special trophy for High Individual with handicap. Other league staff members included Larry Wright and Pete Simonetti. Incidentally, in the women's team, Captain Ruby Kaylor and her Mustangs hustled a second place and featured the High Game with handicap. Now with baseball season under way, we are off to a rambunctious start of two wins and no losses. Watch for us in harness racing one day, too. We'll probably enter "Playboy", a new born colt and latest addition to Gil Hudgin's stable.

Green Light

Al "Macho" Amen sacrificed a week of diligence for a "knee-slapping" adventure about the "Big Apple". His itinerary included an analysis of his interest in Con-Edison; ironically, the very week that the lights went out in Denver.

Brother Al Sloan experienced a near head-on collision, careening towards Denver to retain a good seat in the office, after a long drive through Winnipeg, Canada and Powers Lake, North Dakota.

Isaac spent the Memorial Holiday weekend in San Francisco where he discovered that Tony Bennett's heart was probably lost in their overwhelming air-pollution.

And finally, that inconspicuous fellow with the huge binocular case reported touring the streets of Las Vegas was our Brother C. H. MacDonald stashing his winnings this Spring.

Note: Chef Isaac Mootye is offering a reward of his soulful German chocolate cake to he who can become grandfather to both a boy and a girl, this summer, while simultaneously filling the shoes as our newly appointed Comptroller. Votes will be tallied by Barry Seaton who has been proudly promoted to General Auditor. However, the name will be kept confidential to protect the lives of the innocent and Don Clavel.

Revenue Accounting

By Mary Newsome

Margaret Miller underwent major surgery several months ago but is back to work now in tip top shape. Margaret also has a new granddaughter who was a little slow in getting here, but she finally arrived.

A good time was had by all at the bowling tournament in Grand Junction recently, and Bernie Hoffman received a beautiful patch for picking up a 4-6-7-10 split. All you bowlers know how very difficult this is. Good bowling, Bernie.

Kenny Graham is sporting a 1978 XR7 Cinnamon Gold Cougar these days, but he hasn't offered to take us for a ride in it yet. What are you waiting for, Kenny?

Sue Gipe, daughter of Pat and Dale Gipe, received a special award from the National Junior Honor Society of Oberon at a banquet held June 1 in the Oberon Junior High auditorium. Most of us remember when Sue was born so its hard to believe she's in Junior High already and an honor student, too. Congratulations, Sue; we are all proud of you.

Rita Baca is very happy with her new home purchased several months ago in Lakewood. Sure is beautiful.

Thought: If you meet someone without a smile, give them yours.

System Freight Agency

By Charles Cutforth

Vacationing Mary and John Markley applied paint to three sides of their home. Hope they get the rest done before Fall. The neighbors hope so, too!

We are all pulling for Dave Greear to get back on his feet after recent surgery. Dave was feeling much better as of this writing.

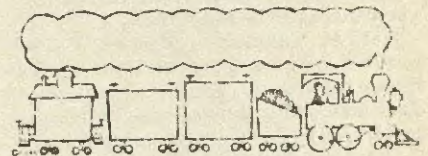
Visitors included Harold Sorenson, retired some twelve years from Disbursements Accounting. Harold really looked fine and is still enjoying his retirement. He said he was so busy that he didn't know how he ever found the time to come to work.

Dottie and George Healy were awakened one morning recently by a flicker (that's a bird) drilling a hole in their new panelled porch. The bird refused to leave so George phoned Herb Gundell to see if he had any suggestions to discourage the flicker. Herb said to put moth balls in the bird's nest and it would leave. After a long hunt, George found moth balls and filled the nest with them. The next day the moth balls were all over the Healy yard and the bird was still living it up in their porch. Last I heard they were looking for a shotgun!

Our sympathy is extended to the John Nimrod family on the passing of Mrs. Nimrod's father after a long illness, this followed three weeks later by the death of John's father.

Carol and Ed Duran have forsaken life in the city ... moving to a farm near Henderson. So far the transition has been fun, except Carol has had a problem with a field mouse who claims "I was here first".

Thought: No idea works unless you do.



Arthritis Education Day Set

Plan to attend a free Arthritis Education Day at Currigan Exhibition Hall, Denver, on August 5 and get the facts on this crippling painful disease. The program is presented by the Rocky Mountain Chapter of the Arthritis Foundation, the only voluntary organization totally dedicated to seeking the cure for arthritis and better treatment for its victims. The Arthritis Foundation is a United Way Agency. Call 623-5191 for details.

Arthritis warning signs are:
... persistent pain and stiffness on arising
... pain or swelling in one or more joints
... tingling sensations in fingertips, hands, or feet
... unexplained weight loss, fever, anemia, or fatigue.

Seventeen

Provo

By Red Rider*

Condolences to the Ellison family on the death of Fred H. Ellison, retired Mechanical Department employee.

Mr. and Mrs. Frank Mikesell took a very interesting vacation. They traveled to Tahiti, New Zealand, Australia, Fiti Islands, Western Samoa, America Samoa, and the Hawaiian Islands. The trip took 23 days, a total of 24,000 miles.

David Leo Boyd, son of Mr. and Mrs. John H. Boyd, was married to Patricia Hobbs, daughter of Mr. and Mrs. Charles D. Hobbs.

There was a wedding at the home of Mr. and Mrs. George Ungricht where their daughter, Sharon, was married.

Employees off due to illness were Gary Averett, C. G. Brown, Franklin Shepherd, and Glenn Davis. We wish them well.

Neal Thorpe and Dale Bringhurst with their wives drove to Las Vegas for a try at luck and took in a show or two.

Mr. and Mrs. Bud Jackman went on a Caribbean cruise. Evan Johnson and his wife went to Las Vegas on their vacation. Shirl Jackman, Douglas Miller and their wives went to Wendover for a short vacation.

Franklin Shepherd, longtime engineer at Provo, has retired. A long and happy retirement is wished for Mr. and Mrs. Shepherd.

Condolences to the Beal family on the death of Al Beal, retired engineer.

The following Car Department employees took their vacation: Reed Christensen, Bob Montag, D.V. Jensen, Grover Martin, Bob Dansie, Bob Butcher and Duane Bird.

Mr. and Mrs. Bud Jackman had their daughter and grandchildren from Michigan at their home in Springville for two weeks.

Agent Ken Watson and his family are vacationing in Disneyland.

Retired Conductor Warren Wright and his wife were in the Utah Valley Hospital due to illness. Mrs. Shirl Jackman's mother also was in the hospital. Get well wishes are sent them.

Condolences to Paul Harmon and his family on the death of his grandmother.

*R.R. Rackele

Denver Veterans & Ladies' Auxiliary

By Mildred Harman

Mr. and Mrs. Louis Duran flew to Las Vegas, Nevada and visited with Mrs. Duran's brother for eleven days. They took side trips to Boulder Dam, Lake Meade and Valley of Fire. They saw two shows, Can Can and Paul Anka, and also had profitable gambling. While in Las Vegas, Mrs. Duran received word that her cousin had died in San Francisco. Mr. and Mrs. Duran with Mrs. Duran's brother and wife drove to San Francisco for the funeral.

The P.W. Ackermanns have two new great-granddaughters. That makes nine grandchildren at this date with three more expected this year—baby year in the family.

Lucy Guy and a friend plan a trip to Hawaii sometime in September.

Dutch and Evelyn Arnold visited relatives in Arizona for two weeks. They experienced all kinds of weather in such a short time and arrived home in a snow storm.

Kenneth Schneider, son of John and Kathryn Schneider, who is employed at Atomic Research, Richland, Washington, has the honor of being appointed the outstanding candidate from the United States to serve at Vienna, Austria. The Kenneth Schneiders will move to Austria in September. We are very happy for them. The parents will miss them very much, but we wish them luck and hope to see them back some day.

Larry and Louise Martin went to Tucson, Arizona the first of April to visit her daughter Vesta, her husband Lynn and their children. They stopped at Carlsbad Caverns on the way home. They spent the Memorial Day weekend with Louise's brother Genn Rupert and his wife at McCook, Nebr.

Everett Brown is home from the hospital following lung surgery and is doing very well.

BE SURE TO REMEMBER THESE DATES: Denver Vets Club meeting—September 14 and Annual System Convention, Denver—September 20.

Dispatcher is a Winner

By Tom Wells

Jack Lawrence, dispatcher, has been involved in Sports Car Rallies for a number of years. This is a little known sport involving, not speed, but precise driving. Contestants are given certain legal speeds to maintain over a pre-measured route on public roads. They are timed at checkpoints along the way and penalized one point for each second early or late at each checkpoint.

One of the biggest rallies each year is the MG car clubs "Rally Glenwood Springs", which ran from Denver to Glenwood on Saturday, May 20 this year. There were festivities on Sunday ending with an Awards Banquet with long-time Denver radio personality and MG club member Bill Barker on hand to present trophies.

Jack and his navigator, Michelle Holmes, managed to win 1st Place this year with 275 points for the 250 mile, 9-hour rally. They had also placed 1st the week before in a Porsche Club rally.

One of Jack's pet events is the annual "Braille Rally", sponsored by the Denver Sports Car Club. In this, the navigator isn't much help since he is a blind child—except he's the only one who can read the route instructions, which are in Braille! Only the children receive awards, suitably inscribed in Braille. But Jack says being able to participate and see the competitiveness among these so-called "handicapped" kids is quite a reward in itself.



CANCER

June 21 - July 22

The emotional, romantic, sensitive Cancer identifies strongly with children, family and home. You protect your family's security and never take chances with money. U.S. Savings Bonds are the safe, secure, sure way to save. They're replaced if lost or stolen. And interest is guaranteed.

READER'S CORNER

Kalmbach's newest how-to book, *Small Railroads You Can Build*, is an old title sporting all new information. The 48-page book sells for \$3.50. With more than 160 illustrations, its step-by-step instructions explain everything from basic carpentry to finishing touches.

The book features three project layouts. The first presents a new technique in scenery construction called "feather-weight scenery." Sheets of Styrofoam, not plaster, are layered, shaped, and painted to resemble sand-colored canyons. Another technique introduced is tabletop toggles—sub miniature electrical toggles mounted directly on the railroad—replacing a control panel which is difficult to build.

The second layout article features railroad built to fit a kitchen tabletop in efficiency apartment in space-saving N scale. The third features maximum switching operations, but includes everything from track plans to scenery detailing. The fourth layout, presented in N scale, fits easily into a clothes closet for storing.

One chapter is donated to questions most asked by beginners, and the answers help the modeler avoid the most common pitfalls. *Small Railroads You Can Build* is a great guide for beginners (though experts can learn a thing or two) who want to get started in the hobby of model railroading.

Articles are by Kalmbach Books Associate Editor Bob Hayden, author Walt Olsen, and *Model Railroader* reprints.

Rio Grande



The Grande People Retirements

(Years of Service and Date Shown)

Anderson, Ruth T., Grand Junction, Secretary, 58, March 27
 Avis, Stazy A., Denver, Coach Cleaner, 91, March 23
 Beal, Alden L., Salt Lake City, Loco. Engineer, 75, April 23
 Bennett, Wilford J., Ogden, Cashier, 86, April 20
 Binnall, Merrill (Mick), Salt Lake City, Loco. Engineer, 64, April 17
 Bittle, Mary E., Denver, Janitor, 87, March '78*
 Chitwood, Trieber C., Denver, Carman, 78, March '78*
 Clark, George B., Denver, Asst. Engineer, 99, March '78*
 Crandall, Alex, Denver, Cook, 81, March '78*
 Danley, Neal F., Denver, Traveling Accountant, 80, March '78*
 Ellison, Fred H., Provo, Mech. Laborer, 72, May 18
 George, Nick, Pueblo, Laborer, February '78*
 Gomez, Jose G., Murray, Section Laborer, 78, May 12
 Hobbs, Erskine H., Pueblo, Mech. Laborer, 73, February 26
 Hollandsworth, A. H., Grand Junction, Chief Crew Dispatcher, 56, June 1
 Johnston, James L., Denver, Watchman, 77, May '78*
 Jones, Vane E., Sparks, Nev., Carman, 82, March '78*
 Martinez, A. F., Alamosa, Boilermaker Helper, 73, March '78*
 Naples, George M., Salida, Trainman, 74, Unknown*
 O'Boyle, James A., Denver, Clerk, 87, March '78*
 Quintana, Frank, Montrose, Section Laborer, 79, April '78*
 Radcliffe, W.C., Denver, Boilermaker Helper, 79, March '78*
 Ray, James M., Howard, Loco. Engineer, 69, April '78*
 Stubbs, Harry F., Salt Lake City, Yardmaster, 86, March '78*
 Vandiver, Homer, Canon City, Loco. Engineer, 89, March '78*
 Vigil, Delfino, Espanola, NM, Transfer Trucker, 77, March 18
 Wheat, John H., Pueblo, Loco. Engineer, 74, April 15
 *Reported by Railroad Retirement Board 5/29/78

Cannon, Ruth H., Salt Lake City, Clerk, 31, June 1
 DeNava, Joe, Pueblo, Carman, 34, Jan. 1
 Despain, Joseph M., Salt Lake City, RCE Maintainer, 30, May 1
 Julian, Charles L., Salt Lake City, Conductor, 37, May 1
 Lucas, Francis D., Portland, OR, Director-Forest Products, 42, June 1
 Lucas, Ira B., Denver, Switchman, 33, May 25
 Samuelson, Frank E., Denver, Loco. Engineer, 37, May 1
 Silzell, Mandell E., Grand Junction, Loco. Engineer, 36, May 1
 True, Benjamin L., Denver, Conductor, 35, May 1
 Walz, D.V., Denver, Machinist, 39, March 30

Posthumous Award

The Engineering Development Council Board of Directors announced the thirteenth year of annual awards to honor outstanding graduates of the University of Colorado College of Engineering and Applied Science. The posthumous award was made to Norman R. Schultz, son of William C. Schultz, retired electrical foreman. The award was accepted by Mr. Schultz's nephew, Thomas Cochran III.

Norman Schultz was manager of power distribution systems engineering for the General Electric Company until his untimely and unexpected death in October, 1977. In making the award, the Council stated that electric utility people of the world would miss a warm friend and technical adviser. Mr. Schultz earned his degree in electrical engineering in 1939 and received the Silver Medal of the Colorado Engineering Council, traditionally known as the outstanding senior award. He joined GE soon after graduation. He became manager of power distribution systems engineering in 1957, at the apex of an engineering career that included a pioneering study of radio noise, using measurements made of the Denver-Shoshone high altitude transmission line. His early work dealt extensively with capacitance and switching; later he did extensive research on the effects of lighting on transmission lines.

RECENT APPOINTMENTS

J. E. Armbrust, Master Mechanic, Utah Division
Salt Lake City
 S. F. Aydelott, Transportation SupervisorDenver
 J. L. Cain, Assistant Division Car Foreman, Colo. Divn Denver
 D. L. Clavel, ComptrollerDenver
 R. J. Elston, Market AnalystDenver
 E. W. Garcia, Train Yard Foreman, North YardDenver
 T. R. Lewis, Assistant Road Foreman of Equipment
Grand Junction
 S. K. McGeeney, Counselor, Employee Assistance Program
Salt Lake City
 L. A. Peyton, Track SupervisorGlenwood Springs
 K. W. Price, Data Processing Supervisor, North Yard Denver
 B. R. Seaton, General AuditorDenver
 A. J. Uribe, Diesel Maintenance SupervisorRoper

EQUAL EMPLOYMENT OPPORTUNITY POLICY AND AFFIRMATIVE ACTION

It is the policy of The Denver and Rio Grande Western Railroad Company to employ, promote and otherwise treat prospective and present employees without regard to race, creed, color, sex, age or national origin. This policy applies to all departments, all work locations and to all officers and employees.

WESTERN RAILROAD

AUGUST

10-13

1978

AT THE WINTER PARK SKI AREA

WINTER PARK, COLORADO



Western Railroad Conference Scheduled for Winter Park

A Western Railroad Conference, sponsored by The Colorado Humanities Program and The Winter Park Center for Humanistic Studies, will be held in the Winter Park Ski Area on August 10-13, 1978.

Described as "an unforgettable experience for rail fans, train buffs, and just about anyone who has ever loved a train", the conference will feature many railroad authorities, including W. J. Holtman, president of Rio Grande, who will speak Saturday, August 12, on "The Role of the Railroads in the Energy Crunch." Other speakers will be John White, Rogers Whitaker, Dee Brown, Oliver Jensen, Robert Black, singer Bobby Bridger, Frank Seeburger, Arthur Lloyd, George Hilton, Vern West, and Howard Higman.

A special ceremony will be held on Thursday, August 10, when Governor Lamm dedicates the Moffat Tunnel as a National Historic Civil Engineering Landmark. There will be a panel discussion with all available speakers and a Western Railroad Concert on closing day.

Many artists, publishers, collectors and authors will be on exhibit; i.e., Howard Fogg, Jr., Gil Reid, Otto Kuhler, W. H. Jackson. Speakers will mingle with guests and registrants at parties and concerts, over picnic lunches and coffee break.

Conference Chairperson is Beryl Bender, executive director of the Winter Park Center for Humanistic Studies. For reservations and further information, contact The Winter Park Resort Association, P. O. Box 5, Winter Park, Colorado 80482, telephone (303) 726-5587.

Railroad Retirement Annuity Increase



Railroad retirement annuitants, as well as social security beneficiaries, will receive cost-of-living increases in their monthly benefits beginning with their July 1 checks.

The tier I portions of all railroad retirement annuities will be increased by 6.5 percent, the same as for social security benefits. However, to avoid duplication, the cost-of-living increase in the tier I benefit for an annuitant who is also receiving a social security benefit is reduced by the amount of the cost-of-living increase in the social security benefit.

There is also a second cost-of-living

increase available only to railroad retirement beneficiaries. The tier II benefits will be increased by 2.1 percent for retired employees and their spouses and by 6.5 percent for survivor beneficiaries. This increase is not reduced because of a beneficiary's entitlement to social security benefits.

Both tier I and tier II increases are effective the month of June and will be first reflected in July 1 checks for most annuitants. Increases that cannot be paid in time for the July 1 check will be paid in full at a later date.

Also changing July 1 will be the monthly Medicare premiums deducted from railroad retirement and social security benefits. The basic premium increases 50c from \$7.70 to \$8.20.



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